DEVELOPMENT OF TYPICAL CROSS SECTIONS

In the development of any highway project, selection of the appropriate proposed typical cross section is essential. The typical cross sections shows the relative position, number and dimension of travel lanes, shoulder, median, road side ditches as well as borders. In addition, where appropriate auxiliary elements, (such as collector distributor roads, local service roads, ramps etc.) are shown. The number of travel (traffic or driving) lanes is a function of the facility type (in this case a divided Interstate facility) and the amount of traffic expected to use the road. As a minimum, the facility will consist of two travel lanes in each direction. Traffic assignments come from the travel demand modeling process. The typical cross sections are designed to carry, at an acceptable level of service, the expected amount of traffic during the "future year" which is typically 20 years after construction.

All cross sections were developed using the Indiana Design Manual which gives the required type and width of travel lanes, shoulders, medians, sideslopes, and ditch widths. The Indiana Design Manual conforms with design guidelines set out by the American Association of State Highway and Transportation Officials (AASHTO) in "A Policy on Geometric Design of Highways and Streets".

The Typical Cross Sections A through K are the typical cross sections used in this study. The typical cross sections will be refined during subsequent phases of project development (Tier 2 environmental studies and design). These typical cross sections were developed to provide for the prevailing context, traffic demand and terrain. Each typical cross section provides for a minimum four lanes of divided highway. Some typical cross sections provide for six or eight lanes, based upon Forecast Year (2025) traffic assignment. Other typical cross sections include earth retaining walls for alternatives that pass through highly developed areas where the cost or impacts of acquisition of developed or sensitive right-of-way would be high. Still other typical cross sections include local

service roads (LSR's), including service frontage roads. Roadsides having rock "cuts" show special backslope layouts, in light of the costs and impacts involved with grading to conventional soil slopes.

Differing physiographic regions of the state display varying relief with regards to terrain. These regions display terrain that is either flat, rolling or hilly. The terrain associated with these regions plays a key role in determining the width of right-of-way. There are typical cross sections for level to rolling terrain, and for hilly terrain. When an alignment leaves one physiographic region and enters another, the terrain encountered differs with the result that the typical cross section selected changes to reflect the variation in construction limits due to anticipated changes in the amount of earthwork (embankment) or excavation. Design standards regarding vertical alignment of a highway prescribe limiting grades and parabolic vertical curve lengths. In the more hilly areas, the difference between the proposed road grade and the actual ground tends to be greater than in either level or gently rolling terrain. The embankments or cuts must be developed by use of sideslopes that are stable based upon the material of the embankment, be it existing soil or rock. Larger differences between the proposed highway grade line and the existing ground line elevations generally result in wider roadsides (the portion of the road outside the travel lanes and shoulders, hence wider right-of-way). Where not making use of an existing four-lane divided highway (such as along US 41 or SR 37) having an existing sixty (60) foot wide median, the proposed median dimension is eighty (80) feet reflecting desirable standards.

The appropriate cross section was determined for segments along each of the five alternatives. Location of changes in the requisite number of functional travel lanes determined from the travel demand modeling process was identified as the first criteria for selecting the appropriate typical cross section. If an alternative made use of an existing four lane divided highway, then a subset of typical cross sections was selected as being appropriate. The GIS Atlas was examined and field

reviews conducted to determine land use patterns and the appropriate rural or urban typical cross section was selected. Local development patterns also were used to determine the need for auxiliary roadways, such as local service roads or collector distributor roads. Terrain, identified by the physiographic region in which the segment is located, was then used to select the appropriate typical cross section. Special typical cross sections were used wherever warranted by unique conditions.

The following tables show the selected typical cross sections for each alternative. The tables identify the number of lanes required for that typical cross section, as well as the right-of-way width needed. This width includes any local service roads used in that typical cross section. The sheet numbers, which correspond to the GIS Atlas sheet numbers, were included to aid in identifying the cross section location. In addition the table identifies the appropriate sheet number in the FEIS Atlas for selected alternative 3C. (As a final note, all alternatives that use I-70 east of SR 267 in Hendricks County to the I-465 west leg in Marion County do not display a typical cross section. This independent project involves the relocation and reconstruction of I-70, in part to accommodate the expansion and terminal relocation of the Indianapolis International Airport. The complex nature of the lane usage, collector distributors, etc. that are currently under construction and development can not be adequately identified by the use of a single typical cross section).

A major reason for developing the table is to show the approximate amount of right-of-way that would be needed in order to assess the impacts associated with each of the alternatives. For instance, under Alternative 1, Typical Cross Section C was used from I-64 to Gibson County Road 925S (1.5 miles north of SR 68) since it involved upgrading an existing four-lane divided highway in an area of heavy development. The amount of traffic indicated a need for expansion. Local access issues indicated that a local service road may be needed throughout this segment. Professional judgment led to inclusion of one local service (frontage access) road through the length of this segment,

whether on the west or east side or some combination thereof. This segment is also in a lowland type physiographic region and Typical Cross Section C is appropriate for this terrain type. When the proposed typical cross sections were determined, the values of right-of-way widths were input into the GIS system to determine the impacts on the various resources.

I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

ALTERNATIVE 1

Please refer to the Atlas of Maps for I-69 Alternatives 1-5 for general locations of limits for typical cross sections.

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
1	I-64	Gibson County Road 925S	6	C	3.9	420	200	1 (Use existing US 41)	NOT APPLICABLE
1 a	Gibson County Road 925S	Gibson County Road 650S	6	H	2.8	270	200	1-2 (Use existing US 41)	NOT APPLICABLE
1 a	Gibson County Road 650S	Gibson County Road 150S	6	C	5.7	420	200	2 (Use existing US 41)	NOT APPLICABLE
1 a	Gibson County Road 150S	SR 64	6	C	1.5	420	200	2 (Western bypass of Fort Branch)	NOT APPLICABLE
1 b	Gibson County Road 925S	Gibson County Road 150S	4	A	8.6	330	200	2 (Western bypass of Fort Branch)	NOT APPLICABLE
1 b	Gibson County Road 150S	SR 64	6	C	1.5	420	200	2 (Western bypass of Fort Branch)	NOT APPLICABLE
1	SR 64	Old SR 41 at Patoka	4	B	4.3	450	200	2-3 (Use existing US 41)	NOT APPLICABLE
1	Old SR 41 at Patoka	Essex Road South of Vincennes	4	A	14.4	330	200	3-5 (Use existing US 41)	NOT APPLICABLE
1	Essex Road South of Vincennes	Hart Street in Vincennes	4	B	3.9	450	240	5	NOT APPLICABLE
1	Hart Street in Vincennes	US 50	6	C	2.9	420	240	5	NOT APPLICABLE
1 a	US 50	US 41 near Camp Arthur Road	4	A	7.2	330	0	6 (Eastern Option to US 41 from US 50)	NOT APPLICABLE
1 b	US 50	Hillcrest Road north of Vincennes	6	C	2	420	240	5-6 (Western Option to US 41 from US 50)	NOT APPLICABLE
1 b	Hillcrest Road north of Vincennes	US 41 near Camp Arthur Road	4	A	4.5	330	240	6 (Western Option using existing US 41/US 50)	NOT APPLICABLE
1	US 41 near Camp Arthur Road	CR 1100N at Oaktown	4	A	7.4	330	240	6 (Use existing US 41)	NOT APPLICABLE
1	CR 1100N at Oaktown	Old SR 41 north of Oaktown	4	B	1.2	450	240	7	NOT APPLICABLE
1	Old SR 41 north of Oaktown	1 mile south of SR 58 at Carlisle	4	A	5.1	330	300	8	NOT APPLICABLE
1	1 mile south of SR 58 at Carlisle	0.5 mile north of SR 58 at Carlisle	4	B	1.5	450	300	8	NOT APPLICABLE

I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
1	0.5 mile north of SR 58 at Carlisle	SR 54 Interchange south of Sullivan	4	A	7.2	330	300	8-9	NOT APPLICABLE
1	SR 54 Interchange south of Sullivan	CR 300N at Sullivan	4	B	4.1	450	300	9-10	NOT APPLICABLE
1 a	CR 300N at Sullivan	SR 48	4	A	4.2	330	300	10 (Use US 41 through Farmersburg)	NOT APPLICABLE
1 a	SR 48	SR 246	4	D	6.2	240	175	10-11 (Use US 41 through Farmersburg)	NOT APPLICABLE
1 b	CR 300N at Sullivan	SR 48	4	A	4.1	330	300	10 (Western Bypass around Farmersburg)	NOT APPLICABLE
1 b	SR 48	SR 246	4	A	6.2	330	0	10-11 (Western Bypass around Farmersburg)	NOT APPLICABLE
1	SR 246	SR 641	4	B	6.6	450	170	10-11 (Use existing US 41)	NOT APPLICABLE
1	SR 641	I-70			5.5	N/A	N/A	12 (Use SR 641 Bypass)	NOT APPLICABLE
1	I-70/SR 46/SR 641 Interchange	SR 39	6	C	48.1	420	260	12-21 (Eliminate Frontage Road)	NOT APPLICABLE
1	SR 39	SR 267	8	K	7	420	260	21-22 (Eliminate Frontage road along I-70)	NOT APPLICABLE
1	SR 267	I-465	10		6.5	N/A	N/A	22-23 (I-70 Relocation for Airport)	NOT APPLICABLE

I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

ALTERNATIVE 2

Please refer to the Atlas of Maps for I-69 Alternatives 1-5 for general locations of limits for typical cross sections.

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
2	I-64	Gibson County Road 925S	6	C	3.9	420	200	1 (Use existing US 41)	NOT APPLICABLE
2 a	Gibson County Road 925S	Gibson County Road 650S	6	H	2.8	270	200	1-2 (Use existing US 41- Urban Elevated through Fort Branch)	NOT APPLICABLE
2 a	Gibson County Road 650S	Gibson County Road 150S	6	C	5.7	420	200	2 (Use existing US 41)	NOT APPLICABLE
2 a	Gibson County Road 150S	SR 64	6	C	1.5	420	200	2 (Western Bypass of Fort Branch)	NOT APPLICABLE
2 b	Gibson County Road 925S	Gibson County Road 150S	4	A	8.6	330	200	2 (Western Bypass of Fort Branch)	NOT APPLICABLE
2 b	Gibson County Road 150S	SR 64	6	C	1.5	420	200	2 (Western Bypass of Fort Branch)	NOT APPLICABLE
2	SR 64	Old SR 41 at Patoka	4	B	4.3	450	200	2-3 (Use existing US 41)	NOT APPLICABLE
2	Old SR 41 at Patoka	Essex Road South of Vincennes	4	A	14.4	330	200	3-5 (Use existing US 41)	NOT APPLICABLE
2	Essex Road South of Vincennes	Hart Street in Vincennes	4	B	3.9	450	240	5	NOT APPLICABLE
2	Hart Street in Vincennes	US 50	6	C	2.9	420	240	5	NOT APPLICABLE
2 a	US 50	Near Camp Arthur Road	4	A	5.4	330	240	6 (Eastern Option to SR 67 Corridor from US 50)	NOT APPLICABLE
2 b	US 50	Hillcrest Road north of Vincennes	6	C	2	420	240	5-6 (Western Option using Existing US 41/US 50)	NOT APPLICABLE
2 b	Hillcrest Road north of Vincennes	US 41/Old Highway 41 Cross	4	A	2	330	240	6	NOT APPLICABLE
2 b	US 41/Old Highway 41 Cross	Near Camp Arthur Road	6	C	1.1	420	N/A	6	NOT APPLICABLE
2	Near Camp Arthur Road	Martinsville Hills Physiographic Boundary	4	E	44.1	350	N/A		NOT APPLICABLE
2	Martinsville Hills	2A/BC Split	4	F	19.7	470	N/A		NOT APPLICABLE
2 A	2A/BC Split	I-70	4	F	12.8	470	N/A	15, 24	NOT APPLICABLE

I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
2 A	2A/I-70 Connection	SR 39	6	C	15.9	420	260	24-27 (Eliminate Frontage Road)	NOT APPLICABLE
2 A	SR 39	SR 267	8	K	7	420	260	28 (Along I-70 - Eliminate Frontage Road)	NOT APPLICABLE
2 A	SR 267	I-465	10		6.5	N/A	N/A	28-29 (I-70 Relocation for Airport)	NOT APPLICABLE
2 B, C	2A/BC Split	2B/C Split	4	F	9.1	470	N/A	15-17	NOT APPLICABLE
2 B	2B/C Split	Tipton Till Plain Boundary	4	F	9.7	470	N/A	17, 23	NOT APPLICABLE
2 B	Tipton Till Plain	I-70	4	E	4.8	350	N/A	23, 26	NOT APPLICABLE
2 B	2B - I-70 Connection	SR 39	6	C	5.3	420	260	26-27 (Eliminate Frontage Road)	NOT APPLICABLE
2 B	SR 39	SR 267	8	K	7	420	260	27-28 (Along I-70 - Eliminate Frontage Road)	NOT APPLICABLE
2 B	SR 267	I-465	10		6.5	N/A	N/A	28-29 (I-70 Relocation for Airport)	NOT APPLICABLE
2 B, C	2A/BC Split	2B/C Split	4	F	9.1	470	N/A	15-17	NOT APPLICABLE
2 C	2B/C Split	SR 37/SR 39 Intersection	4	F	7.7	470	N/A	17-18	NOT APPLICABLE
2 C	SR 37/SR 39 Intersection	SR 252	8	I	3.4	290	200	18-19	NOT APPLICABLE
2 C	SR 252	CR 144/SR 144	6	C	13.2	420	300	19-21	NOT APPLICABLE
2 C	CR 144/SR 144	I-465	8	G	9.4	390	180	21-22	NOT APPLICABLE

I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

ALTERNATIVE 3

Please refer to the Atlas of Maps for I-69 Alternatives 1-5 for general locations of limits for typical cross sections.

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
3C	I-64	Physiographic Divide just north of Patoka National Wildlife Refuge	4	E	20	350	N/A	1-3 (Enter Boonville Hills Physiographic Region)	1-3
3C	Physiographic Divide just north of Patoka National Wildlife Refuge	Physiographic Divide further north of Patoka National Wildlife Refuge	4	F	2.4	470	N/A	3 (Leave Boonville Hills Physiographic Region)	3
3C	Physiographic Divide further north of Patoka National Wildlife Refuge	East Fork of White River	4	E	9.5	350	N/A	3-5 (Enter Wabash Lowland Physiographic Region, continue to just north of East Fork of White River	3-5
3C	East Fork of White River	US 231 at Doans Creek	4	E	36	350	N/A	5-7 , 8, 10-12	5-10
3C	US 231 at Doans Creek	SR 37	4	F	24.5	470	N/A	12-15 (Enter Crawford Upland), 16	10-13
3 C	SR 37 Interchange	SR 45	6	C	3.1	420	200	17	14
3 C	SR 45	SR 46	8	I	3.6	290	200	17 (Urban Freeway through Bloomington)	14
3 C	SR 46	SR 39 Interchange	6	C	18.7	420	200	17-19	14-16
3C	SR 37/SR 39 Intersection	SR 252	8	I	3.4	290	200	20-21	17-18
3C	SR 252	CR 144/SR 144	6	C	13.2	420	300	21-23	18-19
3C	CR 144/SR 144	I-465	8	G	9.4	390	180	23-24	19-20

I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

ALTERNATIVE 4

Please refer to the Atlas of Maps for I-69 Alternatives 1-5 for general locations of limits for typical cross sections.

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
4	I-64	Physiographic Divide just north of Patoka National Wildlife Refuge	4	E	20	350	N/A	1-3 (Enter Boonville Hills Physiographic Region)	NOT APPLICABLE
4	Physiographic Divide just north of Patoka National Wildlife Refuge	Physiographic Divide further north of Patoka National Wildlife Refuge	4	F	2.4	470	N/A	3 (Leave Boonville Hills Physiographic Region)	NOT APPLICABLE
4	Physiographic Divide further north of Patoka National Wildlife Refuge	East Fork of White River	4	E	9.5	350	N/A	3-5 (Enter Wabash Lowland Physiographic Region, continue to just north of East Fork of White River)	NOT APPLICABLE
4	East Fork of White River	Martinsville Hills Physiographic Boundary	4	E	49.4	350	N/A	5-7, 10-13	NOT APPLICABLE
4 A	Martinsville Hills	4A/BC Split	4	F	19.7	470	N/A	13-16	NOT APPLICABLE
4 A	4A/BC Split	I-70	4	F	12.8	470	N/A	16, 25	NOT APPLICABLE
4 A	4A/I-70 Connection	SR 39	6	C	15.9	420	260	25-28 (Eliminate Frontage Road)	NOT APPLICABLE
4 A	SR 39	SR 267	8	K	7	420	260	28-29 (Along I-70 - Eliminate Frontage Road)	NOT APPLICABLE
4 A	SR 267	I-465	10		6.5	N/A	N/A	29-30 (I-70 Relocation for Airport)	NOT APPLICABLE
4 B, C	4A/BC Split	4B/C Split	4	F	9.1	470	N/A	16-18	NOT APPLICABLE
4 B	4B/C Split	Tipton Till Plain Boundary	4	F	9.7	470	N/A	18, 24	NOT APPLICABLE
4 B	Tiption Till Plain Boundary	I-70	4	E	4.8	350	N/A	24, 27	NOT APPLICABLE
4 B	4B/I-70 Connection	SR 39	6	C	5.3	420	260	27-28 (Eliminate Frontage Road)	NOT APPLICABLE
4 B	SR 39	SR 267	8	K	7	420	260	28-29 (Along I-70 - Eliminate Frontage Road)	NOT APPLICABLE
4 B	SR 267	I-465	10		6.5	N/A	N/A	29-30 (I-70 Relocation for Airport)	NOT APPLICABLE

I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
4 B, C	4A/BC Split	4B/C Split	4	F	9.1	470	N/A	16-18	NOT APPLICABLE
4 C	4B/C Split	SR 37/SR 39 Intersection	4	F	7.7	470	N/A	18-19	NOT APPLICABLE
4 C	SR 37/SR 39 Intersection	SR 252	8	I	3.4	290	200	19-20	NOT APPLICABLE
4 C	SR 252	CR 144/SR 144	6	C	13.2	420	300	20-22	NOT APPLICABLE
4 C	CR 144/SR 144	I-465	8	G	9.4	390	180	22-23	NOT APPLICABLE

I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

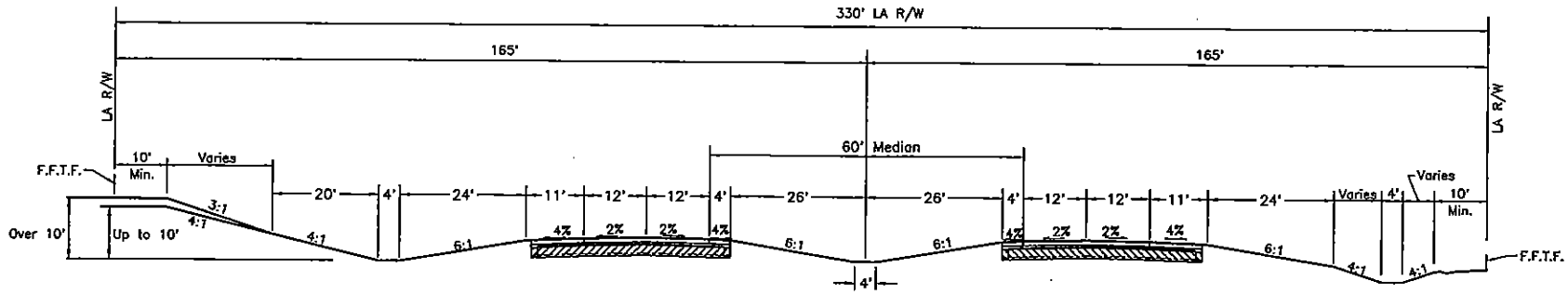
ALTERNATIVE 5

Please refer to the Atlas of Maps for I-69 Alternatives 1-5 for general locations of limits for typical cross sections.

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
5	I-64	Physiographic Divide just north of Patoka National Wildlife Refuge	4	E	20	350	N/A	1-3 (enter Boonville Hills Physiographic Region)	NOT APPLICABLE
5	Physiographic Divide just north of Patoka National Wildlife Refuge	Physiographic Divide further north of Patoka National Wildlife Refuge	4	F	2.4	470	N/A	3 (Leave Boonville Hills Physiographic Region)	NOT APPLICABLE
5	Physiographic Divide further north of Patoka National Wildlife Refuge	East Fork of White River	4	E	9.5	350	N/A	3-5 (Enter Wabash Lowland Physiographic Region, continue to just north of East Fork of White River	NOT APPLICABLE
5	East Fork of White River	Crawford Upland Physiographic Divide	4	E	22.8	350	N/A	5-8	NOT APPLICABLE
5	Crawford Upland Physiographic Divide	SR 37 Connection in Bedford	4	F	26.9	470	N/A	8-12	NOT APPLICABLE
5	SR 37 Connection in Bedford	SR 45	6	C	21.2	420	200	12-15	NOT APPLICABLE
5	SR 45	SR 46	8	I	3.6	290	200	15 (Urban Freeway through Bloomington)	NOT APPLICABLE
5	SR 46	5A/5B Split	6	C	12.5	420	200	15-17	NOT APPLICABLE
5 A	5A/5B Split	Tipton Till Plain Physiological Divide	4	F	15.1	470	N/A	17-18, 23	NOT APPLICABLE
5 A	Tipton Till Plain Physiological Divide	5A/I-70 Connection	4	E	5.4	350	N/A	23-24	NOT APPLICABLE
5 A	5A/I-70 Connection	SR 267	8	K	4.3	420	260	24-25	NOT APPLICABLE
5 A	SR 267	I-465	10		6.5	N/A	N/A	25-26	NOT APPLICABLE
5 B	5A/5B Split	SR 39	6	C	3.5	420	200	17-18	NOT APPLICABLE
5 B	SR 37/SR 39 Intersection	SR 252	8	I	3.4	290	200	18-19	NOT APPLICABLE

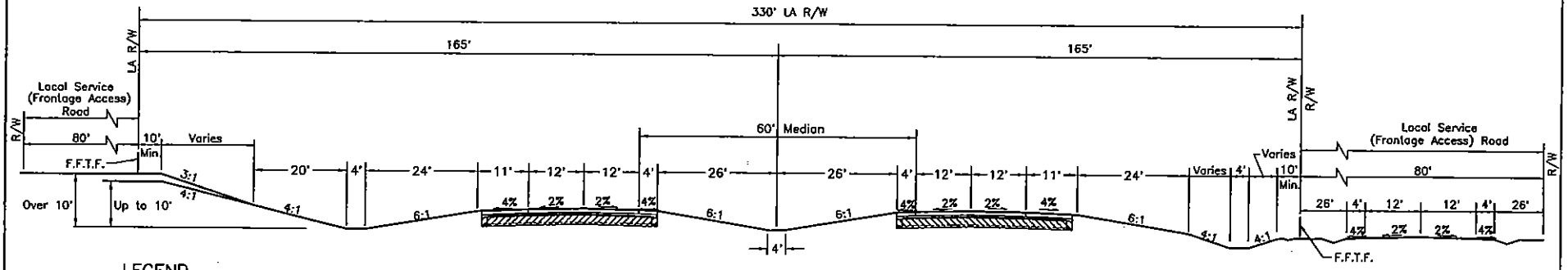
I-69 EVANSVILLE-TO-INDIANAPOLIS
TYPICAL CROSS SECTIONS

ALTERNATIVE	FROM	TO	TRAFFIC LANES	TYPICAL SECTION DESIGNATION	LENGTH (MILES)	R/W WIDTH	EXISTING R/W WIDTH	DEIS ATLAS SHEET NUMBERS COMMENTS	FEIS ATLAS SHEET NUMBERS
5 B	SR 252	CR 144/SR 144	6	C	13.2	420	300	19-21	NOT APPLICABLE
5 B	CR 144/SR 144	I-465	8	G	9.4	390	180	22	NOT APPLICABLE



TYPICAL SECTION A
DIVIDED 4–LANE SECTION
Utilizing Existing 4 Lane–Divided Highway
W/O Local Service (Access) Road

Not to Scale



TYPICAL SECTION B
TYPICAL DIVIDED 4–LANE SECTION
Utilizing Existing 4 Lane–Divided Highway
W/O Local Service (Access) Road

Not to Scale

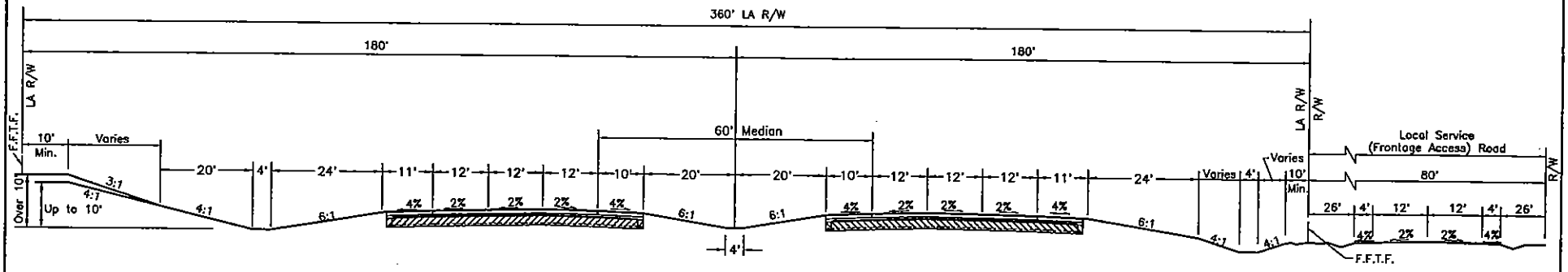
LEGEND

R/W – Right of Way
LA R/W – Limited Access Right of Way
F.F.T.F. – Farm Field Type Fence (Chain Link in Urban Area)

NOTE: 1) Where Hourly Truck Volume Exceeds 250, Outside Shoulders Increased to 13' (12' Paved)

2) Local Service (Frontage Access) Roads May be Positioned Either Side of Mainline I69 as Appropriate

RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: Not to Scale	BRIDGE FILE
DESIGNED: DRAWN: CHECKED: CHECKED:	TYPICAL CROSS SECTION	VERTICAL SCALE	DESIGNATION
		SURVEY BOOK	SHEETS of
		CONTRACT	PROJECT

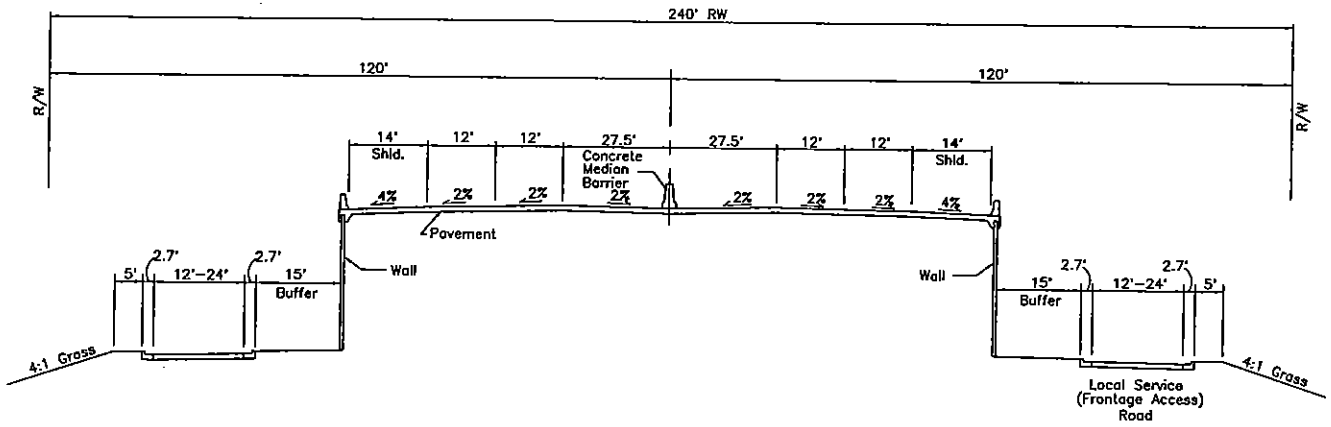


TYPICAL SECTION C
TYPICAL DIVIDED 6–LANE SECTION
Utilizing Existing 4 Lane–Divided Highway
W/ Local Access Road

Not to Scale

NOTE: 1) Where Hourly Truck Volume Exceeds 250, Inside & Outside Shoulders Will be 13' (12' Paved)

2) Local Service (Frontage Access) Roads May be Positioned Either Side of Mainline I69 as Appropriate



ALTERNATE URBAN SECTION D
TYPICAL DIVIDED 4–LANE SECTION
Elevated Urban Typical Section

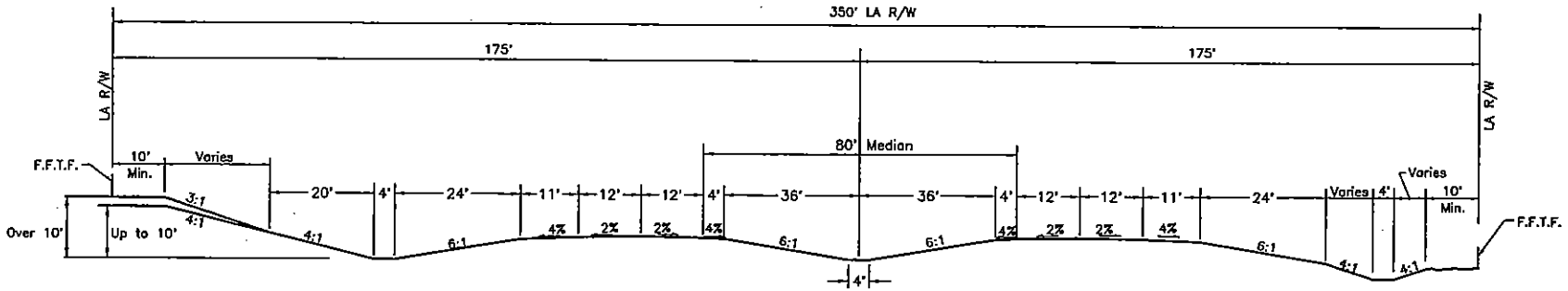
Not to Scale

LEGEND

R/W – Right of Way
LA R/W – Limited Access Right of Way
F.F.T.F. – Farm Field Type Fence (Chain Link in Urban Area)
Wall – Earth Retaining Wall

						RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION
						DESIGNED: DRAWN: CHECKED: CHECKED:	TYPICAL CROSS SECTION

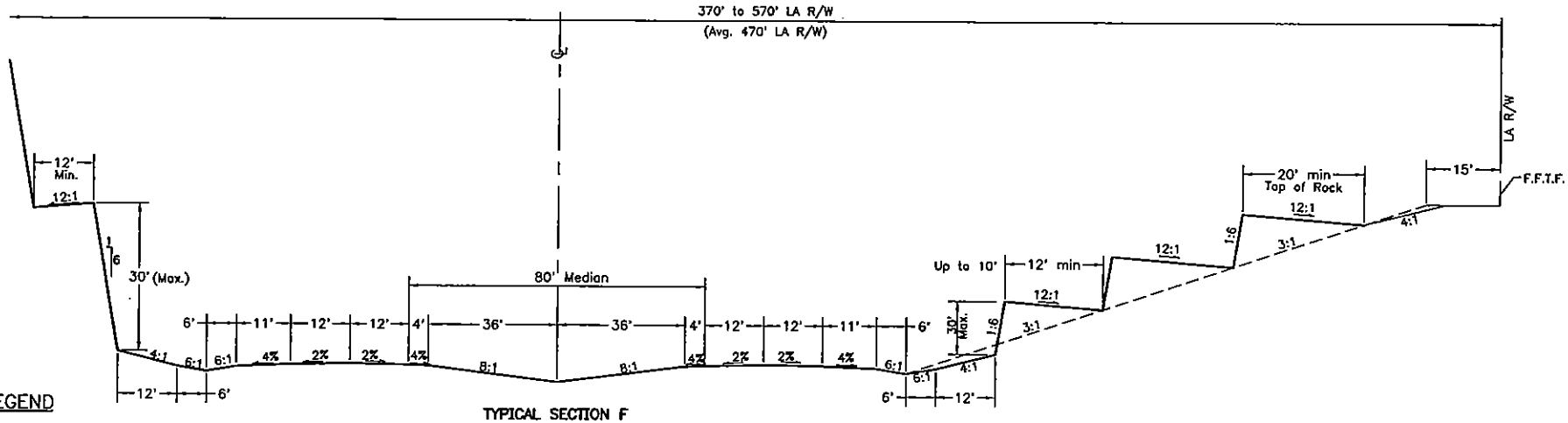
HORIZONTAL SCALE: Not to Scale	BRIDGE FILE
VERTICAL SCALE	DESIGNATION
SURVEY BOOK	SHEETS of
CONTRACT	PROJECT



TYPICAL SECTION E
TYPICAL DIVIDED 4–LANE SECTION
Level To Rolling Terrain
Assumption: 10' of Fill or Cut
Not to Scale

Tipton Till Plain
New Castle Till Plain

Wabash Lowland



TYPICAL SECTION F
TYPICAL DIVIDED 4–LANE ROCK SECTION
Hilly Terrain
Not to Scale

Crawford Upland
Mitchell Plain
Norman Upland

Martinsville Hills
Boonville Hills

LEGEND

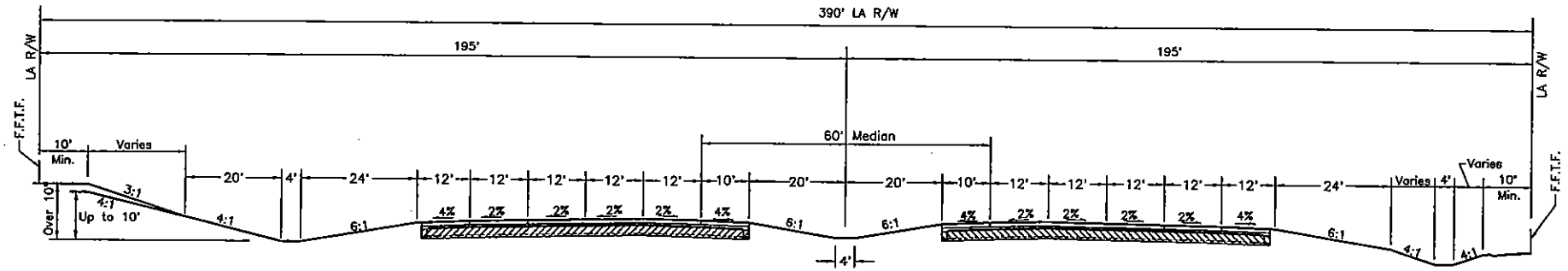
R/W – Right of Way
LA R/W – Limited Access Right of Way
F.F.T.F. – Farm Field Type Fence (Chain Link in Urban Area)

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE
DESIGNED: DRAWN:
CHECKED: CHECKED:

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTION

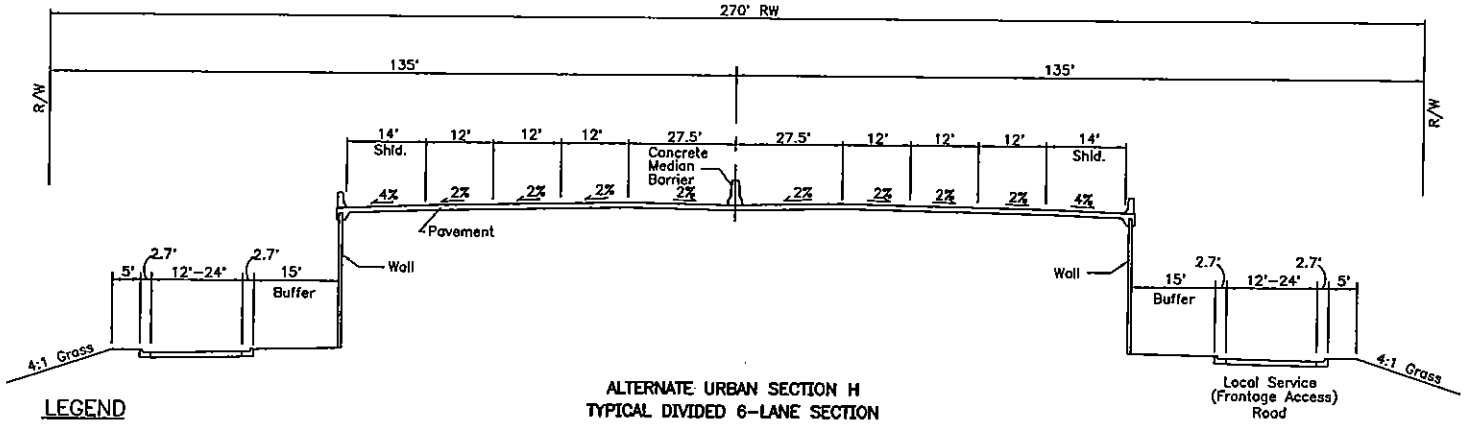
HORIZONTAL SCALE: Not to Scale
VERTICAL SCALE:
BRIDGE FILE
DESIGNATION
SURVEY BOOK
SHEETS
CONTRACT
PROJECT



TYPICAL SECTION G
TYPICAL DIVIDED 8-LANE SECTION
Utilizing Existing 4 Lane-Divided Highway

Not to Scale

NOTE: 1) Where Hourly Truck Volume Exceeds 250, Inside & Outside Shoulders Will be 13' (12' Paved)



ALTERNATE URBAN SECTION H
TYPICAL DIVIDED 6-LANE SECTION
Elevated Urban Typical Section

Not to Scale

LEGEND

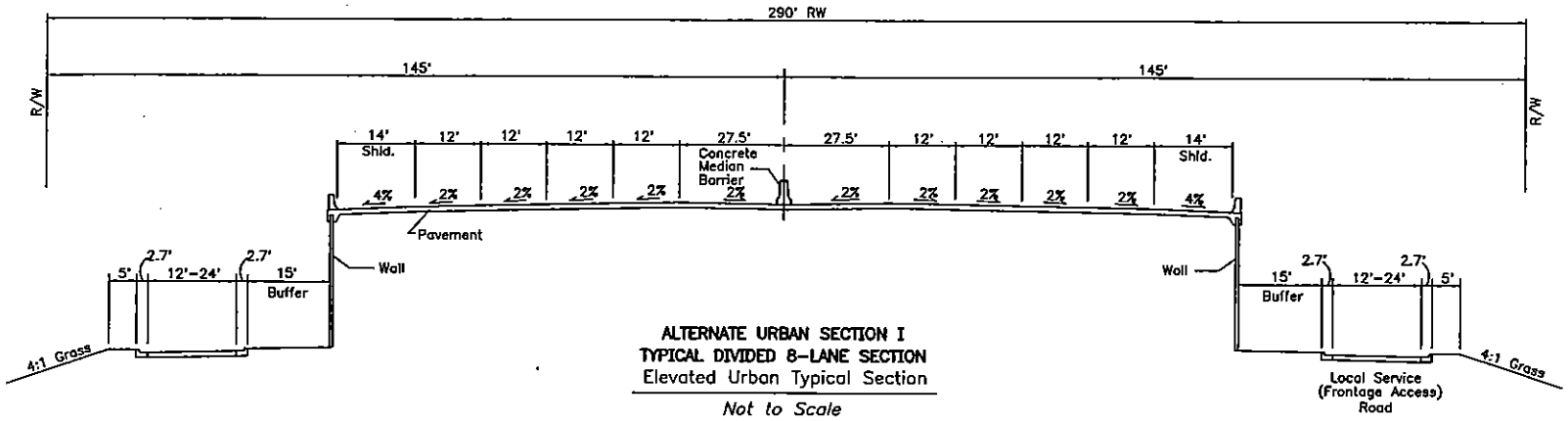
R/W – Right of Way
LA R/W – Limited Access Right of Way
F.F.T.F. – Farm Field Type Fence (Chain Link in Urban Area)
Wall – Earth Retaining Wall

RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE
DESIGNED: DRAWN:
CHECKED: CHECKED:

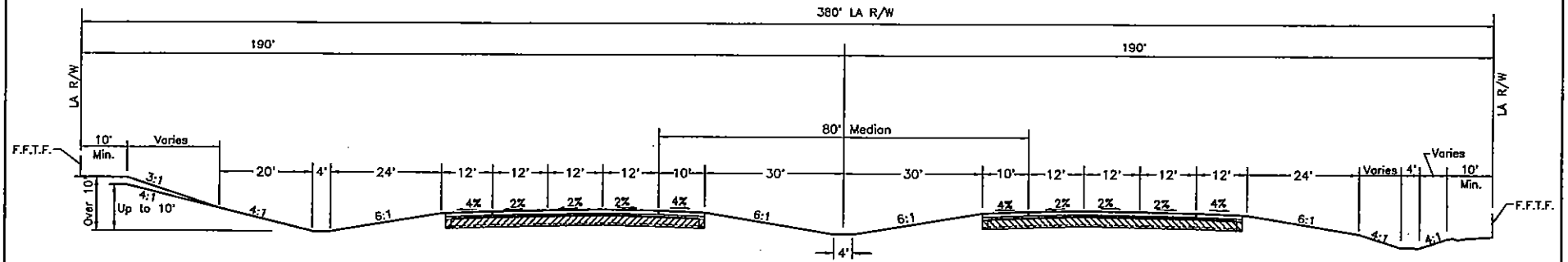
INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTION

HORIZONTAL SCALE: Not to Scale
VERTICAL SCALE:
SURVEY BOOK:
CONTRACT:
BRIDGE FILE:
DESIGNATION:
SHEETS: of
PROJECT:



ALTERNATE URBAN SECTION I
TYPICAL DIVIDED 8-LANE SECTION
Elevated Urban Typical Section
Not to Scale



TYPICAL SECTION J
TYPICAL DIVIDED 6-LANE SECTION
Level to Rolling Terrain
Assumption 10' of Fill or Cut
Not to Scale

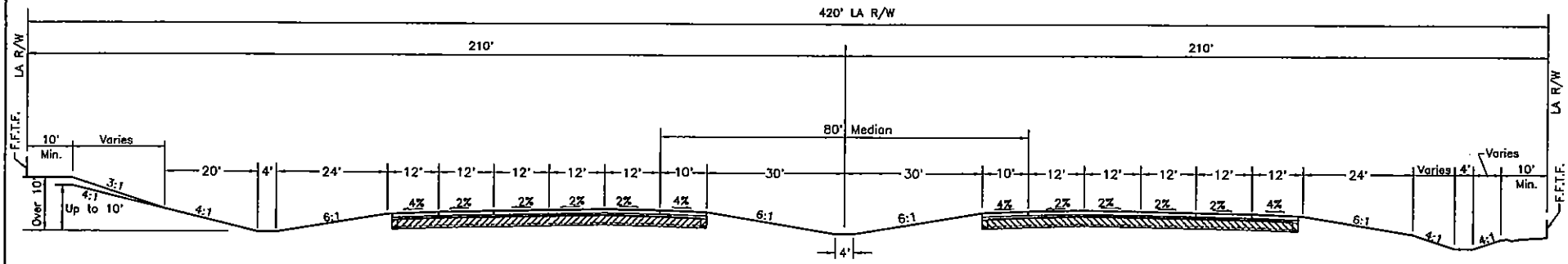
LEGEND

R/W – Right of Way
LA R/W – Limited Access Right of Way
F.F.T.F. – Farm Field Type Fence (Chain Link in Urban Area)
Wall – Earth Retaining Wall

Tipton Till Plain
New Castle Till Plain

Wabash Lowland

RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: Not to Scale; VERTICAL SCALE:
DESIGNED: DRAWN: CHECKED: CHECKED:	TYPICAL CROSS SECTION	SURVEY BOOK: CONTRACT:



TYPICAL SECTION K
TYPICAL DIVIDED 8-LANE SECTION
Level to Rolling Terrain
Assumption 10' of Fill or Cut
Not to Scale

Tipton Till Plain
New Castle Till Plain

Wabash Lowland

LEGEND

R/W – Right of Way
LA R/W – Limited Access Right of Way
F.F.T.F. – Farm Field Type Fence
(Chain Link in Urban Area)

						RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION
						DESIGNED: DRAWN: CHECKED: CHECKED:	TYPICAL CROSS SECTION

HORIZONTAL SCALE: Not to Scale	BRIDGE FILE
VERTICAL SCALE:	DESIGNATION
SURVEY BOOK	SHEETS of
CONTRACT	PROJECT